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**VIA ELECTRONIC FILING**

The Honorable Jocelyn G. Boyd  
Chief Clerk and Executive Director  
Public Service Commission of South Carolina  
101 Executive Center Drive, Suite 100  
Columbia SC 29210

**Re: Application of Duke Energy Progress, LLC for Approval of Proposed Electric Transportation Pilot and An Accounting Order to Defer Capital and Operating Expenses  
Docket No. 2018-322-E**

**Application of Duke Energy Carolinas, LLC for Approval of Proposed Electric Transportation Pilot and An Accounting Order to Defer Capital and Operating Expenses  
Docket No. 2018-321-E**

**Annual Electric Transportation Pilot Report Pursuant to Order Nos. 2020-645 and 2020-646**

Dear Ms. Boyd:

Pursuant to the Public Service Commission of South Carolina's ("Commission") Order Nos. 2020-645 and 2020-646 issued on October 15, 2020, in the above-captioned dockets, Duke Energy Carolinas, LLC and Duke Energy Progress, LLC (collectively, the "Companies") hereby respectfully provide the Commission their Annual Electric Transportation Pilot Report.

Kind regards,

Sam Wellborn

Attachment

cc: Parties of Record (via email with attachment)

**Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's  
Annual Electric Transportation Pilot Report  
Pursuant to Order Nos. 2020-645 and 2020-646**

**Docket No. 2018-321-E  
Docket No. 2018-322-E  
October 22, 2021**

For information purposes, pursuant to Order Nos. 2020-645 and 2020-646 in Docket Nos. 2018-321-E and 2018-322-E, respectively, Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP,” together with DEC, the “Companies”) file this Annual Electric Transportation (“ET”) Pilot Report.

**I. Background**

Through Order Nos. 2020-645 and 2020-646 in Docket Nos. 2018-321-E and 2018-322-E, which approved the Companies’ ET Pilots, the Commission directed that the Companies conduct the following activities:

- conduct an ongoing stakeholder engagement process with interested parties in an effort to understand each parties’ experience with the ET Pilots and the effectiveness of the ET Pilots’ programs;
- host annual meetings to provide stakeholders with updates on the ET Pilots’ programs, and permit stakeholders to ask questions and provide feedback;
- document the annual stakeholder meetings and provide summaries to the Commission as part of the Companies’ annual and final ET Pilot report; and
- submit to the Commission on an annual basis a report containing: (a) data on the number of site hosts flowing through Fast Charge Fees to drivers, the number of site hosts using alternative pricing, and aggregate amounts of such fees collected by charger by year; and (b) data on the aggregate amount collected under such

arrangements by charger by year provided from site hosts offering alternative pricing mechanisms for drivers.

## **II. Stakeholder Engagement**

The Companies conducted its first annual stakeholder meeting virtually on September 3, 2021. The Companies invited a diverse mix of over 200 stakeholders, including residential program participants, businesses, potential site hosts, docket intervenors, members of the Office of Regulatory Staff, among others. An equally diverse mix of approximately thirty stakeholders attended the stakeholder meeting. At the meeting, the Companies provided an overview of the ET Pilots programs, including the plan for ongoing DEC/DEP Direct Current (“DC”) Fast Charger deployment and details related to DEC’s Residential Electric Vehicle (“EV”) Home Charging Rebate and program.

During the stakeholder meeting, attendees asked questions about the locations of DC Fast Charging stations, as well as who to contact to identify potential locations for new DC Fast Charging stations. Attendees were directed to email [ParkandPlugSC@duke-energy.com](mailto:ParkandPlugSC@duke-energy.com). Stakeholders also asked what hardware the Companies were using for DC Fast Chargers; these include BTC, Efacec, and ABB.

There was a lot of interest by stakeholders in DEC’s Residential EV Charging program. Questions ranged from practical current-state questions to more long-term planning questions. Specifically, stakeholders asked whether there are still openings available for new residential enrollments (to which DEC answered in the affirmative) and whether DEC sends out reminders when peak times change seasonally (to which DEC also answered in the affirmative). Stakeholders also opined on the value of implementing Time-of-Use rates to accompany EV charging, which DEC may eventually seek authorization for. Stakeholders also asked about whether DEC had

plans to implement direct load control for residential participants; the hardware doesn't currently support this option but may in the future. Another question DEC received was whether rooftop solar would be considered by the DEC residential charging program; this is not a part of the program at this time. Finally, a participant in DEC's residential charging program praised the program and asked how the program would work were a household to add an additional EV; the program requires that all EV chargers behind the customer's meter comply with the terms of the program.

### **III. Status of the Programs**

The Commission approved the DC Fast Charge program for both Companies and the Residential EV Charging program for DEC in October 2020. Since the DC Fast Charge program was approved, the Companies conducted a Request for Proposals ("RFP") for EV charging equipment hardware and network software. The Companies also selected sites based on highway corridors, geographic spread, site hours, lighting/safety, amenities at the locations, among other factors.

As of the date of this report, there are 15 sites that are subject to executed agreements and are under technical evaluation, 9 of these sites are in DEC's service territory and 6 of these sites are in DEP's service territory. There are 12 additional sites the Companies are in discussions with regarding potentially siting a charging station. DEP hosted the ribbon-cutting for its first DC Fast Charging station on September 24, 2021 at South of the Border in Dillon, SC. Because the first DC Fast Charging station has only recently been opened to the public, at the time of this report, there are no collected fees to be reported. None of the site hosts the Companies have entered into agreements with have opted for alternative pricing from the Fast Charge Fee set by the Companies.

As for DEC's Residential EV Charging program, of the 400 customers that may participate, thus far, 289 customers have joined the program. The program includes a component by which DEC requests customers curtail charging during peak periods as determined by DEC; this "influenced charging" component has been very successful thus far, with a greater than 94% compliance rate each day since February 2021.

#### **IV. Conclusion**

The Companies' implementation of the ET Pilots programs thus far has been very successful, and the Companies look forward to continuing to engage stakeholders to learn about their experience with the ET Pilots.